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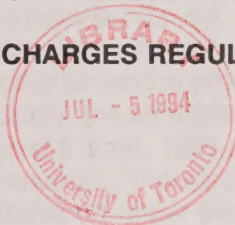
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**COST RECOVERY BRANCH**

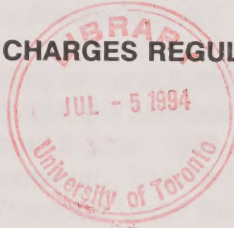
**AIR SERVICES CHARGES REGULATIONS**



Canada



**COST RECOVERY BRANCH**  
**AIR SERVICES CHARGES REGULATIONS**



This document represents an office consolidation of the *Air Services Charges Regulations*. While the document reflects the legal text published in Part II of the *Canada Gazette*, the *Canada Gazette* provides the only legally authoritative text.

This seventh edition incorporates all amendments since May 3, 1985 (listed below).

SOR/85-414	SOR/89-511
SOR/85-861	SOR/90-309
SOR/86-27	SOR/91-85
SOR/86-827	SOR/91-120
SOR/86-1083	SOR/91-234
SOR/88-120	SOR/93-487
SOR/88-162	SOR/94-324

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**STATUTORY AUTHORITY  
FOR IMPOSING AND COLLECTING CHARGES  
PRESCRIBED BY  
THE AIR SERVICES CHARGES REGULATIONS**

The *Aeronautics Act* gives authority to impose user charges and to ensure the collection of these charges. The pertinent subsections of the Act are summarized below.

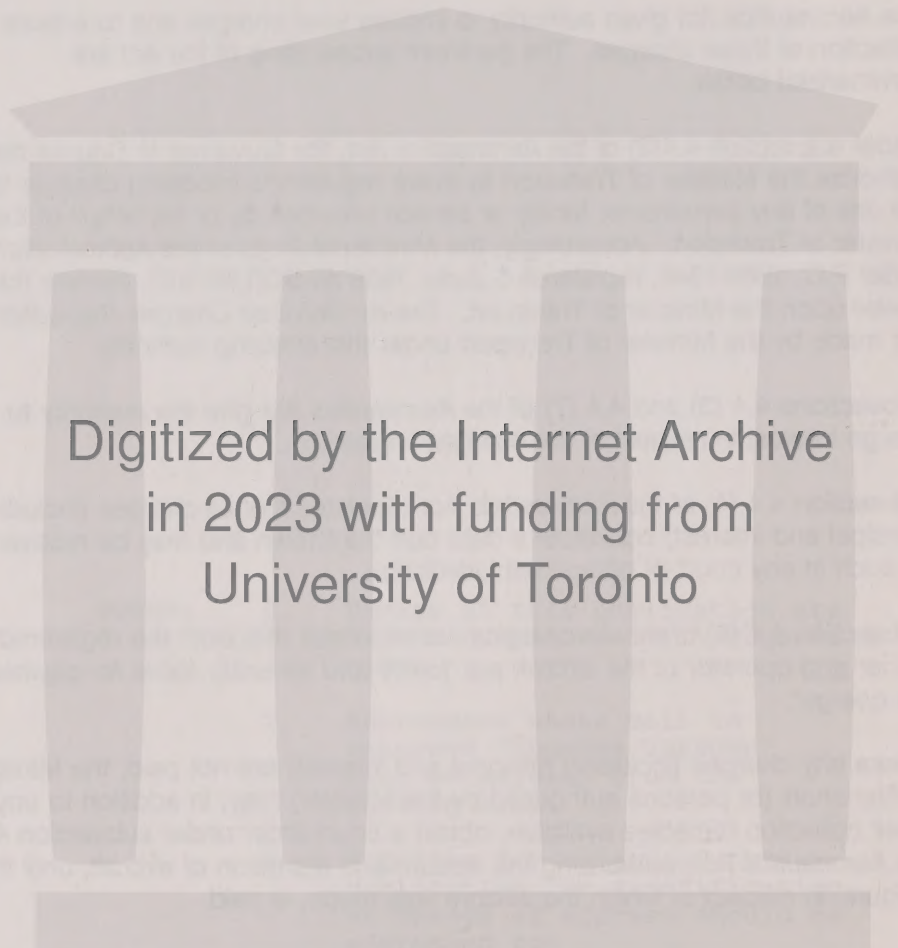
Under subsection 4.4(2) of the *Aeronautics Act*, the Governor in Council may authorize the Minister of Transport to make regulations imposing charges for the use of any aerodrome, facility or service provided by or on behalf of the Minister of Transport. Accordingly, the *Ministerial Regulations Authorization Order* P.C. 1986-1348, registered 5 June, 1986 as SOR/86-631, confers this power upon the Minister of Transport. The *Air Services Charges Regulations* are made by the Minister of Transport under this enabling authority.

Subsections 4.4 (3) and 4.4 (7) of the *Aeronautics Act* give the authority to charge interest in respect of the charges imposed.

Subsection 4.4 (4) of the *Aeronautics Act* stipulates that all charges (including principal and interest) constitute a debt due the Crown and may be recovered as such in any court of competent jurisdiction.

Subsection 4.4 (5) of the *Aeronautics Act* stipulates that both the registered owner and operator of the aircraft are "*jointly and severally liable for payment of the charge*".

Where any charges (including principal and interest) are not paid, the Minister of Transport (or persons authorized by the Minister) may, in addition to any other collection remedies available, obtain a court order under subsection 4.5 of the *Aeronautics Act*, authorizing the seizure and detention of aircraft, until the amount, in respect of which the seizure was made, is paid.



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**AIR SERVICES CHARGES REGULATIONS****RECORD OF AMENDMENTS**

SOR Number	Date of Amendment	Date Entered	Entered by
SOR/85-414	May 1985	April 1991	AFEA
SOR/85-861	Sept. 1985	April 1991	AFEA
SOR/86-27	Jan. 1986	April 1991	AFEA
SOR/86-827	Aug. 1986	April 1991	AFEA
SOR/86-1083	Dec. 1986	April 1991	AFEA
SOR/88-120	Feb. 1988	April 1991	AFEA
SOR/88-162	April 1988	April 1991	AFEA
SOR/89-511	Nov. 1989	April 1991	AFEA
SOR/90-309	May 1990	April 1991	AFEA
SOR/91-85	Jan. 1991	April 1991	AFEA
SOR/91-120	Feb. 1991	April 1991	AFEA
SOR/91-234	April 1991	April 1991	AFEA



### RECORD OF AMENDMENTS (continued)

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REGULATIONS RESPECTING CHARGES FOR  
CANADIAN CIVIL AIR SERVICES

*Short Title*

1. These Regulations may be cited as the *Air Services Charges Regulations*.





*Interpretation*

## 2. (1) In these Regulations,

"aircraft in distress" means an aircraft that is, or any person on board of which is, threatened by serious or imminent danger and requires immediate assistance;  
(*aéronef en détresse*)

"commercial aircraft" means an aircraft operated or available for operation for hire or reward; (*aéronef commercial*)

"Department" means the Department of Transport;  
(*ministère*)

"domestic flight" means a flight between points in Canada;  
(*vol intérieur*)

"home-base airport", in relation to a Member of Parliament, means the airport that serves either the constituency or residential address of the Member of Parliament;  
(*aéroport d'attache*)

"international flight" means a flight between a point in Canada and a point outside Canada; (*vol international*)

"jet aircraft" means an aircraft that derives its propulsive power from the thrust of high-velocity gases developed by a turbojet or turbofan engine; (*aéronef à réaction*)

"landing" means

- (a) in respect of a fixed-wing aircraft, the touching of the ground by the aircraft on arrival at an airport, and
- (b) in respect of a helicopter, the touching of the ground by the helicopter on arrival at an airport or the arrival of the helicopter at an airport for the purpose of loading or unloading without touching the ground; (*atterrissage*)

"Member of Parliament" means a member of the Queen's Privy Council for Canada who is in receipt of a salary under the *Salaries Act*, a Member of the Senate of Canada or a Member of the House of Commons of Canada; (*membre du Parlement*)

"Minister" means the Minister of Transport;  
(*ministre*)

"private aircraft" means a civil aircraft other than a commercial aircraft or state aircraft; (*aéronef privé*)

"seating capacity", in relation to an aircraft, means the number of passenger seats in the aircraft; (*nombre de sièges*)

"state aircraft" means an aircraft, other than a commercial aircraft, owned and operated by the government of any country or the government of a colony, dependency, province, state, territory or municipality of any country; (*aéronef d'Etat*)

"technical landing" means a landing of an aircraft made solely to obtain ground services required for the aircraft; (*escale technique*)

"turboprop aircraft" means an aircraft that derives most of its propulsive power from the thrust developed by a turbojet engine having a turbine-driven propeller;  
(*aéronef à turbopropulseur*)

"type" means the basic design, including any derivatives thereof, of an aircraft for which a type approval has been granted under the *Air Regulations*, or for which a United States Federal Aviation Administration type certificate has been accepted by the Minister, for the purposes of issuing a certificate of airworthiness pursuant to section 211 of the *Air Regulations*; (*type*)

"weight", in relation to an aircraft, means the maximum permissible take-off weight specified in the aircraft's certificate of airworthiness or in a document referred to in that certificate. (*masse*)

(2) For the purposes of sections 14 and 15, "flight" means the whole of a journey of an aircraft regardless of the number of intermediate stops in the course of the journey.

*Application*

3. (1) Subject to subsection (8), these Regulations apply in respect of every airport operated by or on behalf of the Minister.

(2) These Regulations do not apply in respect of state aircraft.

(3) These Regulations do not apply in respect of an aircraft owned by the Air Cadet League of Canada.

(4) Revoked.

(5) Revoked.

(6) Sections 4, 5, 7, 9, 10 and 17 do not apply in respect of the landing of an aircraft in distress at an airport other than the airport of the intended destination.

(7) Sections 4, 5, 16 and 17 do not apply in respect of an aircraft participating in a search and rescue operation under the direction of the Canadian Forces Search and Rescue Service.

(8) Section 16 does not apply to any part of an airport held under a lease granted by Her Majesty in right of Canada.

(9) Section 17 does not apply in respect of an aircraft providing emergency transportation to a person for medical reasons.





*Calculation of Charges*

3.1 (1) Registered owners and operators of aircraft shall provide such information on the weight, seating capacity and identification of each aircraft operated at an airport to the officer in charge of that airport as is required for the calculation of charges.

(2) Where some of the information specified in subsection (1) is not provided for an aircraft, the calculation of charges shall be based on the maximum permissible take-off weight or the maximum seating capacity for the type of aircraft in question, as appropriate.

SCHEDULE I  
(Sections 4 and 5)

AIRPORTS

1. *Group I Airports*

- |                   |                            |
|-------------------|----------------------------|
| (a) Charlottetown | (h) Saint John (N.B.)      |
| (b) Fredericton   | (i) Saskatoon              |
| (c) Gander        | (j) St. John's (Torbay)    |
| (d) London        | (k) Sydney                 |
| (e) Moncton       | (l) Thunder Bay            |
| (f) Quebec        | (m) Victoria International |
| (g) Regina        | (n) Windsor                |

2. *Group II Airports*

- |                   |                      |
|-------------------|----------------------|
| (a) Baie Comeau   | (g) Prince George    |
| (b) Fort McMurray | (h) Prince Rupert    |
| (c) Fort St. John | (i) Sault Ste. Marie |
| (d) Kamloops      | (j) Sept-îles        |
| (e) Mont-Joli     | (k) Timmins          |
| (f) Penticton     | (l) Wabush           |

3. *Group III Airports*

- |                          |                   |
|--------------------------|-------------------|
| (a) Churchill            | (j) Sandspit      |
| (b) Deer Lake            | (k) Schefferville |
| (c) Fort Nelson          | (l) Smithers      |
| (d) Grande Prairie       | (m) Stephenville  |
| (e) îles-de-la-Madeleine | (n) Terrace       |
| (f) Lethbridge           | (o) The Pas       |
| (g) North Bay            | (p) Val-d'Or      |
| (h) Port Hardy           | (q) Williams Lake |
| (i) Quesnel              | (r) Yarmouth      |

*Domestic Flight Landing Charges*

4. (1) Subject to subsection (2) and sections 7 and 9, for each landing of an aircraft, where that landing concludes a domestic flight, the landing charge, per 1 000 kg or fraction thereof of the weight of the aircraft, is

- (a) in respect of a Group I or II airport set out in item 1 or 2 of Schedule I, for an aircraft of the weight set out in column I of an item of the table to Part I of Schedule II,
  - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
  - (ii) in the case of a turboprop aircraft, the charge set out in column III of that item;
- (b) in respect of Halifax International Airport, for an aircraft of the weight set out in column I of an item of the table to Part II of Schedule II,
  - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
  - (ii) in the case of a turboprop aircraft, the charge set out in column III of that item;
- (c) in respect of Ottawa International Airport, for an aircraft of the weight set out in column I of an item of the table to Part III of Schedule II,
  - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
  - (ii) in the case of a turboprop aircraft, the charge set out in column III of that item;
- (d) in respect of Toronto International Airport, for an aircraft of the weight set out in column I of an item of the table to Part IV of Schedule II,
  - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
  - (ii) in the case of a turboprop aircraft or piston-engine aircraft, the charge set out in column III of that item;

- (e) in respect of Winnipeg International Airport, for an aircraft of the weight set out in column I of an item of the table to Part V of Schedule II,
  - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
  - (ii) in the case of a turboprop aircraft, the charge set out in column III of that item;
- (f) in respect of a Group III airport set out in item 3 of Schedule I, for an aircraft of the weight set out in column I of an item of the table to Schedule III,
  - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
  - (ii) in the case of a turboprop aircraft, the charge set out in column III of that item;
- (g) in respect of an airport located south of the sixtieth parallel of north latitude and not included in Schedule I or Parts II to V of Schedule II, for a jet aircraft or a turboprop aircraft of the weight set out in column I of an item of the table to Schedule IV, the charge set out in column II of that item; and
- (h) in respect of an airport located north of the sixtieth parallel of north latitude, for a jet aircraft or a turboprop aircraft of the weight set out in column I of an item of the table to Schedule IV, the charge set out in column III of that item.

(2) In the case of any aircraft to which subsection (1) applies, the charge for each landing of the aircraft at an airport shall not be less than the applicable minimum charge for that airport as shown in section 1 of the applicable schedule or part of a schedule.



SCHEDULE II  
(Section 4)

## PART I

DOMESTIC FLIGHT LANDING CHARGES -  
GROUP I AND II AIRPORTS

1. Minimum charge for jet aircraft and turboprop aircraft:  
\$8.94

TABLE

Item	Column I	Column II	Column III
	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop aircraft
1.	Not more than 21 000 kg	\$2.55	\$2.16
2.	More than 21 000 kg but not more than 45 000 kg	3.22	2.62
3.	More than 45 000 kg	3.82	3.22

## SCHEDULE II -- Continued

## PART II

DOMESTIC FLIGHT LANDING CHARGES -  
HALIFAX INTERNATIONAL AIRPORT

1. Minimum charge for jet aircraft and turboprop aircraft:  
\$8.93

TABLE

Item	Column I	Column II	Column III
	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop aircraft
1.	Not more than 21 000 kg	\$2.54	\$2.15
2.	More than 21 000 kg but not more than 45 000 kg	3.22	2.62
3.	More than 45 000 kg	3.82	3.22

SCHEDULE II -- *Continued*

## PART III

DOMESTIC FLIGHT LANDING CHARGES -  
OTTAWA INTERNATIONAL AIRPORT

1. Minimum charge for jet aircraft and turboprop aircraft:  
\$8.88

TABLE

Item	Column I	Column II	Column III
	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop aircraft
1.	Not more than 21 000 kg	\$2.53	\$2.13
2.	More than 21 000 kg but not more than 45 000 kg	3.20	2.61
3.	More than 45 000 kg	3.78	3.20

## SCHEDULE II -- Continued

## PART IV

DOMESTIC FLIGHT LANDING CHARGES -  
TORONTO INTERNATIONAL AIRPORT

## 1. Minimum charge:

- (a) for fixed-wing aircraft that are jet aircraft, turboprop aircraft and piston-engine aircraft,
  - (i) \$82.50 between 0700 and 1000 hours and between 1430 and 2100 hours, Monday to Friday, and between 1430 and 2100 hours on Sunday, and
  - (ii) \$27.50 at all other times; and
- (b) for helicopters, \$9.26 at all times.

TABLE

Column I		Column II	Column III
Item	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop and piston-engine aircraft
1.	Not more than 21 000 kg	\$2.64	\$2.23
2.	More than 21 000 kg but not more than 45 000 kg	3.34	2.72
3.	More than 45 000 kg	3.96	3.34



SCHEDULE II -- *Concluded*

## PART V

DOMESTIC FLIGHT LANDING CHARGES -  
WINNIPEG INTERNATIONAL AIRPORT

1. Minimum charge for jet aircraft and turboprop aircraft:  
\$8.76

TABLE

Item	Column I	Column II	Column III
	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop aircraft
1.	Not more than 21 000 kg	\$2.50	\$2.11
2.	More than 21 000 kg but not more than 45 000 kg	3.16	2.56
3.	More than 45 000 kg	3.74	3.16

SCHEDULE III  
(Section 4)DOMESTIC FLIGHT LANDING CHARGES -  
GROUP III AIRPORTS

1. Minimum charge for jet aircraft and turboprop aircraft:  
\$7.80

TABLE

Item	Column I	Column II	Column III
	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop aircraft
1.	Not more than 21 000 kg	\$2.21	\$1.94
2.	More than 21 000 kg but not more than 45 000 kg	2.84	2.46
3.	More than 45 000 kg	3.33	2.96

SCHEDULE IV  
(Section 4)

DOMESTIC FLIGHT LANDING CHARGES - OTHER  
AIRPORTS OPERATED BY THE DEPARTMENT

1. Minimum charge for jet aircraft and turboprop aircraft at airports that are located

(a) south of 60° North Latitude, \$7.80; and

(b) north of 60° North Latitude, \$1.43.

TABLE

Column I		Column II	Column III
		Charge per 1 000 kg or fraction thereof for jet aircraft and turboprop aircraft at airports located south of 60° North Latitude and not included in Schedule I or Parts II to V of Schedule II	Charge per 1 000 kg or fraction thereof for jet aircraft and turboprop aircraft at airports located north of 60° North Latitude
Item	Aircraft Weight		
1.	Not more than 21 000 kg	\$1.68	\$0.63
2.	More than 21 000 kg but not more than 45 000 kg	2.16	0.80
3.	More than 45 000 kg	2.52	0.95



*International Flight Landing Charges*

5. (1) Subject to subsection (2) and sections 7 and 9, for each landing of an aircraft, where that landing concludes an international flight, the landing charge, per 1 000 kg or fraction thereof of the weight of the aircraft, is
- (a) in respect of a Group I or II airport set out in item 1 or 2 of Schedule I, for an aircraft of the weight set out in column I of an item of the table to Part I of Schedule V,
    - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
    - (ii) in the case of a turboprop aircraft, the charge set out in column III of that item;
  - (b) in respect of Halifax International Airport, for an aircraft of the weight set out in column I of an item of the table to Part II of Schedule V,
    - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
    - (ii) in the case of a turboprop aircraft, the charge set out in column III of that item;
  - (c) in respect of Ottawa International Airport, for an aircraft of the weight set out in column I of an item of the table to Part III of Schedule V,
    - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
    - (ii) in the case of a turboprop aircraft, the charge set out in column III of that item;
  - (d) in respect of Toronto International Airport, for an aircraft of the weight set out in column I of an item of the table to Part IV of Schedule V,
    - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
    - (ii) in the case of a turboprop aircraft or a piston-engine aircraft, the charge set out in column III of that item;



- (e) in respect of Winnipeg International Airport, for an aircraft of the weight set out in column I of an item of the table to Part V of Schedule V,
  - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
  - (ii) in the case of a turboprop aircraft, the charge set out in column III of that item;
- (f) in respect of a Group III airport set out in item 3 of Schedule I, for an aircraft of the weight set out in column I of an item of the table to Schedule VI,
  - (i) in the case of a jet aircraft, the charge set out in column II of that item, and
  - (ii) in the case of a turboprop aircraft, the charge set out in column III of that item;
- (g) in respect of an airport located south of the sixtieth parallel of north latitude and not included in Schedule I or Parts II to V of Schedule V, for a jet aircraft or a turboprop aircraft of the weight set out in column I of an item of the table to Schedule VII, the charge set out in column II of that item; and
- (h) in respect of an airport located north of the sixtieth parallel of north latitude, for a jet aircraft or a turboprop aircraft of the weight set out in column I of an item of the table to Schedule VII, the charge set out in column III of that item.

(2) In the case of any aircraft to which subsection (1) applies, the charge for each landing of the aircraft at an airport shall not be less than the applicable minimum charge for that airport as shown in section 1 of the applicable schedule or part of a schedule.

SCHEDULE V  
(Section 5)

## PART I

INTERNATIONAL FLIGHT LANDING CHARGES -  
GROUP I AND II AIRPORTS

1. Minimum charge for jet aircraft and turboprop aircraft:  
\$9.21

TABLE

Item	Column I	Column II	Column III
	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop aircraft
1.	Not more than 30 000 kg	\$3.30	\$2.68
2.	More than 30 000 kg but not more than 70 000 kg	4.07	3.54
3.	More than 70 000 kg	5.63	4.92

SCHEDULE V -- *Continued*

## PART II

INTERNATIONAL FLIGHT LANDING CHARGES -  
HALIFAX INTERNATIONAL AIRPORT

1. Minimum charge for jet aircraft and turboprop aircraft:  
\$9.19

TABLE

Item	Column I	Column II	Column III
	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop aircraft
1.	Not more than 30 000 kg	\$3.29	\$2.67
2.	More than 30 000 kg but not more than 70 000 kg	4.06	3.53
3.	More than 70 000 kg	5.62	4.91

## SCHEDULE V -- Continued

## PART III

INTERNATIONAL FLIGHT LANDING CHARGES -  
OTTAWA INTERNATIONAL AIRPORT

1. Minimum charge for jet aircraft and turboprop aircraft:  
\$9.14

TABLE

Item	Column I	Column II	Column III
	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop aircraft
1.	Not more than 30 000 kg	\$3.28	\$2.66
2.	More than 30 000 kg but not more than 70 000 kg	4.04	3.51
3.	More than 70 000 kg	5.59	4.88

## SCHEDULE V -- Continued

## PART IV

INTERNATIONAL FLIGHT LANDING CHARGES -  
TORONTO INTERNATIONAL AIRPORT

## 1. Minimum charge:

- (a) for fixed-wing aircraft that are jet aircraft, turboprop aircraft and piston-engine aircraft,
  - (i) \$82.50 between 0700 and 1000 hours and between 1430 and 2100 hours, Monday to Friday, and between 1430 and 2100 hours on Sunday, and
  - (ii) \$27.50 at all other times; and
- (b) for helicopters, \$9.54 at all times.

TABLE

Column I		Column II	Column III
Item	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop and piston-engine aircraft
1.	Not more than 30 000 kg	\$3.42	\$2.78
2.	More than 30 000 kg but not more than 70 000 kg	4.22	3.66
3.	More than 70 000 kg	5.83	5.09



SCHEDULE V -- *Concluded*

## PART V

INTERNATIONAL FLIGHT LANDING CHARGES -  
WINNIPEG INTERNATIONAL AIRPORT

1. Minimum charge for jet aircraft and turboprop aircraft:  
\$9.02

TABLE

Item	Column I	Column II	Column III
	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop aircraft
1.	Not more than 30 000 kg	\$3.23	\$2.63
2.	More than 30 000 kg but not more than 70 000 kg	3.99	3.47
3.	More than 70 000 kg	5.51	4.82

SCHEDULE VI  
(Section 5)INTERNATIONAL FLIGHT LANDING CHARGES -  
GROUP III AIRPORTS

1. Minimum charge for jet aircraft and turboprop aircraft:  
\$7.80

TABLE

Item	Column I	Column II	Column III
	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft	Charge per 1 000 kg or fraction thereof for turboprop aircraft
1.	Not more than 30 000 kg	\$2.89	\$2.52
2.	More than 30 000 kg but not more than 70 000 kg	3.76	3.34
3.	More than 70 000 kg	5.14	4.62

SCHEDULE VII  
(Section 5)INTERNATIONAL FLIGHT LANDING CHARGES -  
OTHER AIRPORTS OPERATED BY THE DEPARTMENT

1. Minimum charge for jet aircraft and turboprop aircraft at airports that are located

(a) south of 60° North Latitude, \$7.80; and

(b) north of 60° North Latitude, \$ 1.43.

TABLE

Column I		Column II	Column III
Item	Aircraft Weight	Charge per 1 000 kg or fraction thereof for jet aircraft and turboprop aircraft at airports located south of 60° North Latitude and not included in Schedule I or Parts II to V of Schedule V	Charge per 1 000 kg or fraction thereof for jet aircraft and turboprop aircraft at airports located north of 60° North Latitude
1.	Not more than 30 000 kg	\$2.18	\$0.80
2.	More than 30 000 kg but not more than 70 000 kg	3.00	1.11
3.	More than 70 000 kg	4.04	1.57



6. Revoked.

*Technical Landing Charges*

7. (1) Subject to subsection (2) and section 9, for each technical landing of a jet aircraft or a turboprop aircraft commencing or concluding an international flight at Gander Airport, the landing charge, per 1 000 kg or fraction thereof of the weight of the aircraft, is \$2.38.

(2) Where arrangements are made in advance and in writing with the officer in charge of Gander Airport by any person, the landing charge for technical landings during a 12 month period provided for in the arrangements of all jet aircraft or turboprop aircraft that are commencing or concluding international flights and are operated by that person and landed at Gander Airport shall be calculated on the accumulated weight of all such aircraft so landed or landed at any airport designated as a weather alternative to Gander Airport during that period at the following rates per 1 000 kg or fraction thereof:

- (a) \$2.38 on the first 30 000 000 kg;
- (b) \$2.13 on the next 7 400 000 kg;
- (c) \$1.90 on the next 7 400 000 kg;
- (d) \$1.66 on the next 7 400 000 kg; and
- (e) \$1.43 on any weight in excess of 52 200 000 kg.

8. Revoked.





*Flying Training Landing Charges*

9. Where the officer set out in column II of an item of the table to this section has approved the use of an airport set out in column I of that item for the landing, by any Canadian air carrier licensed pursuant to Part II of the *National Transportation Act, 1987*, of an aircraft on a flight conducted exclusively for the purpose of improving the skill and knowledge of the aircrew personnel of that air carrier, and where arrangements are made in advance with the officer in charge of the airport where the landing takes place, the landing charge for each such landing is 20 per cent of the applicable charge prescribed in section 4.

TABLE

Column I		Column II
Item	Airport	Officer
1.	(a) Halifax International Airport	Airport General Manager
	(b) Ottawa International Airport	Airport General Manager
	(c) Toronto International Airport	Airport General Manager
	(d) Winnipeg International Airport	Airport General Manager
2.	All other airports	Regional Director-General, Airports Group



*General Terminal Charges*

10. (1) Subject to subsections (2) and (3), for each use of an air terminal building on conclusion of a domestic flight, the general terminal charge is

- (a) in respect of a Group I airport set out in item 1 of Schedule VIII, for an aircraft with a seating capacity set out in column I of an item of Schedule IX, the charge set out in column II of that item; and
- (b) in respect of a Group II airport set out in item 2 of Schedule VIII, for an aircraft with a seating capacity set out in column I of an item of Schedule IX, the charge set out in column III of that item.

(2) Subject to subsection (3), for each use of an air terminal building on conclusion of an international flight, or on conclusion of a domestic flight from which disembarking passengers or aircrew or both are required to report pursuant to the *Customs Act*, the general terminal charge is

- (a) in respect of a Group I airport set out in item 1 of Schedule VIII, for an aircraft with a seating capacity set out in column I of an item of Schedule IX, the charge set out in column IV of that item; and
- (b) in respect of a Group II airport set out in item 2 of Schedule VIII, for an aircraft with a seating capacity set out in column I of an item of Schedule IX, the charge set out in column V of that item.

(3) Subsections (1) and (2) do not apply in respect of

- (a) an aircraft where that aircraft makes a technical landing at Gander Airport on conclusion of an international flight, or on conclusion of a domestic flight from which disembarking passengers or aircrew or both are required to report pursuant to the *Customs Act*;
- (b) an aircraft with a seating capacity of less than 10 seats;
- (c) Revoked; or
- (d) an aircraft where that aircraft uses Terminal 3 at Toronto International Airport.

(4) For the purposes of this section, "use of an air terminal building" means, in respect of an aircraft, the processing of passengers or aircrew or both through an air terminal building for the purposes of embarking or disembarking or both.



SCHEDULE VIII  
(Section 10)

AIRPORTS

1. *Group I Airports*

- (a) Gander
- (b) Halifax International
- (c) London
- (d) Moncton
- (e) Ottawa International
- (f) Quebec
- (g) Regina
- (h) St. John's (Torbay)
- (i) Saskatoon
- (j) Toronto International
- (k) Victoria International
- (l) Windsor
- (m) Winnipeg International

2. *Group II Airports*

- (a) Charlottetown
- (b) Fredericton
- (c) Saint John (N.B.)
- (d) Sydney
- (e) Thunder Bay

SCHEDULE IX  
(Section 10)

GENERAL TERMINAL CHARGES

Item	Column I	Column II	Column III	Column IV	Column V
	Number of Seats	Group I Airport Charge for Domestic Flights, per Aircraft	Group II Airport Charge for Domestic Flights, per Aircraft	Group I Airport Charge for International Flights, per Aircraft	Group II Airport Charge for International Flights, per Aircraft
1.	10-15	\$ 16.40	\$ 14.98	\$ 38.05	\$ 36.63
2.	16-25	25.26	23.07	58.55	56.36
3.	26-45	44.29	40.46	102.56	98.74
4.	46-60	63.25	57.78	146.52	141.05
5.	61-89	101.26	92.51	234.49	225.74
6.	90-125	139.30	127.28	322.45	310.43
7.	126-150	164.62	150.40	381.06	366.85
8.	151-200	227.93	208.24	527.64	507.96
9.	201-250	297.64	271.94	688.92	663.22
10.	251-300	367.29	335.58	850.09	818.40
11.	301-400	436.94	399.21	1,011.32	973.60
12.	401 or more	538.24	491.78	1,245.81	1,199.34

*Loading Bridge Charges*

11. (1) Where a loading bridge is used for the embarkation or disembarkation of passengers at an air terminal building at Toronto International Airport, a charge of \$21.00 is payable for each such use.

(2) Where a loading bridge is connected to an aircraft at an air terminal building at

- (a) Fort McMurray Airport, a charge of \$29.82 is payable for each such connection;
- (b) Halifax International Airport,
  - (i) a charge of \$45.00 is payable for each such connection to an aircraft whose seating capacity is 85 seats or fewer, and
  - (ii) a charge of \$80.00 is payable for each such connection to an aircraft whose seating capacity is more than 85 seats;
- (c) Ottawa International Airport, a charge of \$53.00 is payable for each 3 hour period or portion thereof that the bridge is connected;
- (d) Quebec Airport, a charge of \$61.00 is payable for each such connection;
- (e) Regina Airport, a charge of \$44.73 is payable for each 90 minute period or portion thereof that the bridge is connected;
- (f) Saskatoon Airport, a charge of \$44.73 is payable for each 3 hour period or portion thereof that the bridge is connected;
- (f.1) Thunder Bay Airport, a charge of \$39.00 is payable for each 90 minute period or portion thereof that the bridge is connected;
- (g) Victoria International Airport, a charge of \$49.00 is payable for each such connection;
- (h) Whitehorse Airport, a charge of \$27.34 is payable for each such connection; and
- (i) Winnipeg International Airport, a charge of \$54.67 is payable for each 3 hour period or portion thereof that the bridge is connected.

(3) Revoked.

(4) Revoked.

12. Revoked.

13. Revoked.



*Telecommunication Service Charge*

14. (1) Subject to subsection (2), a charge of \$53.68 is payable for each flight in the course of which an aircraft uses international frequencies to obtain telecommunication services provided by or on behalf of the Minister at any one or more of the following aeronautical stations:

- (a) Cambridge Bay, N.W.T.;
- (b) Churchill, Man.;
- (c) Frobisher, N.W.T.;
- (d) Gander, Nfld.;
- (e) Goose Bay, Nfld.;
- (f) Mont-Joli, Que.;
- (g) Montreal, Que.;
- (h) Resolute, N.W.T.;
- (i) Schefferville, Que.; and
- (j) Winnipeg, Man.

(2) Where, in the course of a flight referred to in subsection (1), an aircraft lands at or takes off from an airport in Canada located north of the sixtieth parallel of north latitude, and lands at or takes off from an airport in Greenland, the charge payable shall be equal to 40 per cent of the charge payable under subsection (1).





*En Route Facilities and Services Charges*

15. (1) Subject to subsection (3), for use by an aircraft, in the course of a flight in or passing within the Gander Oceanic Flight Information Region/Control Area (FIR/CTA), of the en route navigation facilities or services set out in column II of the table to this section, provided by or on behalf of the Minister at a location set out in column I opposite that facility or service, the charge is \$110.80.

(2) Subject to subsection (3), a charge of \$92.02 is payable for the use by an aircraft, in the course of a flight proceeding to or from Europe, Greenland or Iceland, of the en route navigation facilities or services provided by or on behalf of the Minister at the Area Control Centre at Edmonton, Alberta.

(3) Where, in the course of a flight referred to in subsections (1) and (2), an aircraft lands at or takes off from an airport in Canada located north of the sixtieth parallel of north latitude, and lands at or takes off from an airport in Greenland, the charge payable shall be equal to 40 per cent of the applicable charge payable under subsections (1) and (2).

TABLE

Column I	Column II
Location	Facility or Service
Allen's Island, Nfld.	Remote Communications Outlets
Brevoort, N.W.T.	Remote Communications Outlets
Channel Head, Nfld.	Navigation Aids
Deer Lake, Nfld.	Remote Communications Outlets
Gander, Nfld.	Area Control Centre and Navigation Aids
Halifax, N.S.	Remote Communications Outlets
Heath Point, Que.	Navigation Aids
Ramea, Nfld.	Navigation Aids
Saglek, Nfld.	Remote Communications Outlets
St. Anthony, Nfld.	Navigation Aids and Remote Communications Outlets
St. John's, Nfld.	Navigation Aids and Remote Communications Outlets
Stephenville, Nfld.	Navigation Aids and Remote Communications Outlets
Sydney, N.S.	Remote Communications Outlets
Trepassey, Nfld.	Remote Communications Outlets
Yarmouth, N.S.	Remote Communications Outlets

*Aircraft Parking Charges*

16. (1) The charge for parking an aircraft of a particular weight set out in column II of Schedule X at an airport referred to in column I of that Schedule opposite an item of that Schedule is

- (a) for each day, the daily charge shown opposite that item in column III of the Schedule for an aircraft of that weight, but not exceeding in total for any calendar month the monthly charge shown opposite that item in column IV of the Schedule for an aircraft of that weight;
- (b) for each calendar month, the monthly charge shown opposite that item in column IV of the Schedule for an aircraft of that weight, but, where the conditions referred to in paragraph (c) are met, not exceeding in total for any year the annual charge, if any, shown opposite that item in column V of the Schedule for an aircraft of that weight; and
- (c) for each year, where the aircraft is a private aircraft and arrangements for the annual parking thereof are made in advance in writing with the officer in charge of the airport, the annual charge, if any, shown opposite that item in column V of the Schedule for an aircraft of that weight.

(2) Where arrangements are made in advance in writing with the officer in charge of an airport for the parking of an aircraft of a particular weight for scheduled flight overnight lay-overs at that airport on a monthly basis, the charge

- (a) for such parking of the aircraft of that particular weight or any replacement aircraft of the same or lesser weight group shall be determined in accordance with the rates set out in Schedule X for that airport for an aircraft of that particular weight; or
- (b) for such parking of any replacement aircraft of a greater weight group shall be determined in accordance with the rates set out in Schedule X for that airport for an aircraft of the weight of the replacement aircraft.

(3) For the purposes of paragraph (1)(a), any period of 24 hours or portion thereof shall be counted as one day.

(4) Subsections (1) and (2) do not apply in respect of

- (a) an aircraft that is parked for six hours or less;  
or
- (b) the parking of an aircraft in a hangar.

(5) Subsections (1) to (4) do not apply in respect of an aircraft owned or operated by a Member of Parliament if the aircraft is parked at an airport other than the Member's home-base airport and in an area designated by the officer in charge of the airport.

SCHEDULE X  
(Section 16)

## AIRCRAFT PARKING CHARGES

Item	Column I	Column II	Column III	Column IV	Column V
	Airport	Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
1.	Ottawa International	(a) 2 000 kg or less	\$ 8.30	\$ 69.14	
		(b) More than 2 000 kg but not more than 5 000 kg	9.44	79.17	
		(c) More than 5 000 kg but not more than 10 000 kg	11.91	251.11	
		(d) More than 10 000 kg but not more than 30 000 kg	20.01	408.07	
		(e) More than 30 000 kg but not more than 60 000 kg	31.00	627.91	
		(f) More than 60 000 kg but not more than 100 000 kg	46.79	942.22	
		(g) More than 100 000 kg but not more than 200 000 kg	78.23	1,570.45	
		(h) More than 200 000 kg but not more than 300 000 kg	109.29	2,198.42	
		(i) More than 300 000 kg	141.05	2,826.92	

SCHEDULE X - *Continued*AIRCRAFT PARKING CHARGES - *Continued*

		Column I	Column II	Column III	Column IV	Column V
Item	Airport		Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
2.	Toronto International	(a)	2 000 kg or less	\$ 11.08	\$ 111.53	
		(b)	More than 2 000 kg but not more than 5 000 kg	12.23	123.76	
		(c)	More than 5 000 kg but not more than 10 000 kg	18.59	376.70	
		(d)	More than 10 000 kg but not more than 30 000 kg	20.01	408.07	
		(e)	More than 30 000 kg but not more than 60 000 kg	31.00	627.91	
		(f)	More than 60 000 kg but not more than 100 000 kg	46.79	942.22	
		(g)	More than 100 000 kg but not more than 200 000 kg	78.23	1,570.45	
		(h)	More than 200 000 kg but not more than 300 000 kg	109.29	2,198.42	
		(i)	More than 300 000 kg	141.05	2,826.92	



SCHEDULE X - *Continued*AIRCRAFT PARKING CHARGES - *Continued*

Item	Column I	Column II	Column III	Column IV	Column V
	Airport	Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
3.	Winnipeg International	(a) 2 000 kg or less	\$ 7.75	\$ 62.43	
		(b) More than 2 000 kg but not more than 5 000 kg	8.90	71.32	
		(c) More than 5 000 kg but not more than 10 000 kg	11.54	237.01	
		(d) More than 10 000 kg but not more than 30 000 kg	18.98	385.22	
		(e) More than 30 000 kg but not more than 60 000 kg	29.58	592.65	
		(f) More than 60 000 kg but not more than 100 000 kg	44.40	888.91	
		(g) More than 100 000 kg but not more than 200 000 kg	74.03	1,481.56	
		(h) More than 200 000 kg but not more than 300 000 kg	103.65	2,074.20	
		(i) More than 300 000 kg	133.29	2,666.79	

SCHEDULE X - *Continued*AIRCRAFT PARKING CHARGES - *Continued*

		Column I	Column II	Column III	Column IV	Column V
Item	Airport		Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
4.	Cambridge Bay, Fort Nelson, Fort St. John, Grande Prairie, Hay River, Norman Wells, Springbank and Watson Lake	(a)	2 000 kg or less	\$ 5.52	\$ 44.58	\$ 278.8
		(b)	More than 2 000 kg but not more than 5 000 kg	5.52	44.58	334.3
		(c)	More than 5 000 kg but not more than 10 000 kg	9.85	197.53	
		(d)	More than 10 000 kg but not more than 30 000 kg	18.26	366.85	
		(e)	More than 30 000 kg but not more than 60 000 kg	28.16	564.43	
		(f)	More than 60 000 kg but not more than 100 000 kg	42.26	846.59	
		(g)	More than 100 000 kg but not more than 200 000 kg	70.53	1,411.03	
		(h)	More than 200 000 kg but not more than 300 000 kg	98.74	1,975.41	
		(i)	More than 300 000 kg	126.95	2,539.85	

SCHEDULE X - *Continued*AIRCRAFT PARKING CHARGES - *Continued*

		Column I	Column II	Column III	Column IV	Column V
Item	Airport		Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
5.	Charlottetown, St. John's (Torbay) and Deer Lake	(a)	2 000 kg or less	\$ 5.52	\$ 44.58	\$ 278.88
		(b)	More than 2 000 kg but not more than 5 000 kg	5.52	44.58	334.39
		(c)	More than 5 000 kg but not more than 10 000 kg	10.11	207.43	
		(d)	More than 10 000 kg but not more than 30 000 kg	18.98	385.22	
		(e)	More than 30 000 kg but not more than 60 000 kg	29.58	592.65	
		(f)	More than 60 000 kg but not more than 100 000 kg	44.40	888.91	
		(g)	More than 100 000 kg but not more than 200 000 kg	74.03	1,481.56	
		(h)	More than 200 000 kg but not more than 300 000 kg	103.65	2,074.20	
		(i)	More than 300 000 kg	133.29	2,666.79	

SCHEDULE X - *Continued*AIRCRAFT PARKING CHARGES - *Continued*

		Column I	Column II	Column III	Column IV	Column V
Item	Airport		Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
6.	Churchill, Regina, Saskatoon and Thunder Bay	(a)	2 000 kg or less	\$ 5.82	\$ 46.82	\$ 295.23
		(b)	More than 2 000 kg but not more than 5 000 kg	5.82	46.82	353.88
		(c)	More than 5 000 kg but not more than 10 000 kg	10.82	219.34	
		(d)	More than 10 000 kg but not more than 30 000 kg	20.01	408.07	
		(e)	More than 30 000 kg but not more than 60 000 kg	31.00	627.91	
		(f)	More than 60 000 kg but not more than 100 000 kg	46.79	942.22	
		(g)	More than 100 000 kg but not more than 200 000 kg	78.23	1,570.45	
		(h)	More than 200 000 kg but not more than 300 000 kg	109.29	2,198.42	
		(i)	More than 300 000 kg	141.05	2,826.92	

SCHEDULE X - *Continued*AIRCRAFT PARKING CHARGES - *Continued*

Item	Column I	Column II	Column III	Column IV	Column V
	Airport	Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
7.	Fort Simpson, Fort Smith, Inuvik, Lethbridge, Villeneuve and Whitehorse	(a) 2 000 kg or less	\$ 5.82	\$ 46.82	\$ 295.48
		(b) More than 2 000 kg but not more than 5 000 kg	5.82	46.82	354.52
		(c) More than 5 000 kg but not more than 10 000 kg	10.49	209.12	
		(d) More than 10 000 kg but not more than 30 000 kg	19.35	388.72	
		(e) More than 30 000 kg but not more than 60 000 kg	29.58	598.28	
		(f) More than 60 000 kg but not more than 100 000 kg	44.73	897.44	
		(g) More than 100 000 kg but not more than 200 000 kg	74.73	1,495.66	
		(h) More than 200 000 kg but not more than 300 000 kg	104.37	2,093.94	
		(i) More than 300 000 kg	134.33	2,692.26	

SCHEDULE X - *Continued*AIRCRAFT PARKING CHARGES - *Continued*

		Column I	Column II	Column III	Column IV	Column V
Item	Airport		Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
8.	Fredericton, Fort McMurray, Saint John (N.B.), Stephenville, Sydney, Wabush and Yarmouth	(a)	2 000 kg or less	\$ 5.82	\$ 46.82	\$ 292.79
		(b)	More than 2 000 kg but not more than 5 000 kg	5.82	46.82	351.34
		(c)	More than 5 000 kg but not more than 10 000 kg	10.11	207.43	
		(d)	More than 10 000 kg but not more than 30 000 kg	18.98	385.22	
		(e)	More than 30 000 kg but not more than 60 000 kg	29.58	592.65	
		(f)	More than 60 000 kg but not more than 100 000 kg	44.40	888.91	
		(g)	More than 100 000 kg but not more than 200 000 kg	74.03	1,481.56	
		(h)	More than 200 000 kg but not more than 300 000 kg	103.65	2,074.20	
		(i)	More than 300 000 kg	133.29	2,666.79	



## SCHEDULE X - Continued

## AIRCRAFT PARKING CHARGES - Continued

Column I		Column II	Column III	Column IV	Column V
Item	Airport	Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
9.	Gander and Halifax International	(a) 2 000 kg or less	\$ 6.61	\$ 53.53	\$ 334.39
		(b) More than 2 000 kg but not more than 5 000 kg	6.61	53.53	401.49
		(c) More than 5 000 kg but not more than 10 000 kg	10.11	207.43	
		(d) More than 10 000 kg but not more than 30 000 kg	18.98	385.22	
		(e) More than 30 000 kg but not more than 60 000 kg	29.58	592.65	
		(f) More than 60 000 kg but not more than 100 000 kg	44.40	888.91	
		(g) More than 100 000 kg but not more than 200 000 kg	74.03	1,481.56	
		(h) More than 200 000 kg but not more than 300 000 kg	103.65	2,074.20	
		(i) More than 300 000 kg	133.29	2,666.79	

SCHEDULE X - *Continued*AIRCRAFT PARKING CHARGES - *Continued*

Item	Airport	Column I	Column II	Column III	Column IV	Column V
			Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
10.	North Bay		(a) 2 000 kg or less	\$ 6.11	\$ 55.77	\$ 356.71
			(b) More than 2 000 kg but not more than 5 000 kg	6.11	55.77	423.81
			(c) More than 5 000 kg but not more than 10 000 kg	10.82	219.34	
			(d) More than 10 000 kg but not more than 30 000 kg	20.01	408.07	
			(e) More than 30 000 kg but not more than 60 000 kg	31.00	627.91	
			(f) More than 60 000 kg but not more than 100 000 kg	46.79	942.22	
			(g) More than 100 000 kg but not more than 200 000 kg	78.23	1,570.45	
			(h) More than 200 000 kg but not more than 300 000 kg	109.29	2,198.42	
			(i) More than 300 000 kg	141.05	2,826.92	

SCHEDULE X - *Continued*AIRCRAFT PARKING CHARGES - *Continued*

Item	Column I	Column II	Column III	Column IV	Column V
	Airport	Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
11.	Quebec and St. Hubert	(a) 2 000 kg or less	\$ 6.11	\$ 49.06	\$ 310.24
		(b) More than 2 000 kg but not more than 5 000 kg	6.36	51.54	390.26
		(c) More than 5 000 kg but not more than 10 000 kg	10.82	219.34	
		(d) More than 10 000 kg but not more than 30 000 kg	20.01	408.07	
		(e) More than 30 000 kg but not more than 60 000 kg	31.00	627.91	
		(f) More than 60 000 kg but not more than 100 000 kg	46.79	942.22	
		(g) More than 100 000 kg but not more than 200 000 kg	78.23	1,570.45	
		(h) More than 200 000 kg but not more than 300 000 kg	109.29	2,198.42	
		(i) More than 300 000 kg	141.05	2,826.92	

SCHEDULE X - *Continued*AIRCRAFT PARKING CHARGES - *Continued*

		Column I	Column II	Column III	Column IV	Column V
Item	Airport		Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
12.	Williams Lake	(a)	2 000 kg or less	\$ 6.11	\$ 49.06	\$ 250.00
		(b)	More than 2 000 kg but not more than 5 000 kg	6.11	49.06	250.00
		(c)	More than 5 000 kg but not more than 10 000 kg	10.82	219.34	
		(d)	More than 10 000 kg but not more than 30 000 kg	20.01	408.07	
		(e)	More than 30 000 kg but not more than 60 000 kg	31.00	627.91	
		(f)	More than 60 000 kg but not more than 100 000 kg	46.79	942.22	
		(g)	More than 100 000 kg but not more than 200 000 kg	78.23	1,570.45	
		(h)	More than 200 000 kg but not more than 300 000 kg	109.29	2,198.42	
		(i)	More than 300 000 kg	141.05	2,826.92	

SCHEDULE X - *Concluded*AIRCRAFT PARKING CHARGES - *Concluded*

Item	Airport	Column I	Column II	Column III	Column IV	Column V
			Aircraft Weight	Daily Charge	Monthly Charge	Annual Charge
13.	All other airports		(a) 2 000 kg or less (b) More than 2 000 kg but not more than 5 000 kg (c) More than 5 000 kg but not more than 10 000 kg (d) More than 10 000 kg but not more than 30 000 kg (e) More than 30 000 kg but not more than 60 000 kg (f) More than 60 000 kg but not more than 100 000 kg (g) More than 100 000 kg but not more than 200 000 kg (h) More than 200 000 kg but not more than 300 000 kg (i) More than 300 000 kg	\$ 6.11 6.11 10.82 20.01 31.00 46.79 78.23 109.29 141.05	\$ 49.06 49.06 219.34 408.07 627.91 942.22 1,570.45 2,198.42 2,826.92	\$ 310.24 372.27





*Charge for Emergency Response Services (ERS)  
Outside Normal Operating Hours for ERS*

17. (1) Subject to subsections (2), (2.1), (4) and (5), where emergency response services (ERS) are provided at an airport during hours other than normal operating hours for ERS at that airport, the charge for providing the ERS for each landing or take-off at that airport, during hours other than normal operating hours, for an aircraft of a weight set out in column I of an item of Schedule XI is the charge set out in column II, III or IV of that item, as applicable, calculated for the number of hours between the end of normal operating hours for ERS and the time of the landing or take-off, or the number of hours between the time of the landing or take-off and the beginning of normal operating hours for ERS, whichever is the lesser.

(2) Where an aircraft lands at or takes off from an airport during other than normal operating hours for ERS at that airport and subsequently takes off from or lands, whichever is applicable, at the same airport before commencement of the next period of normal operating hours for ERS at that airport, only the greater of the ERS charge for the landing and the ERS charge for the take-off, as determined under subsection (1), is payable.

(2.1) Where an aircraft is used for a session of flying training at an airport for the purpose described in subsection 9 (1), wholly or partially during other than normal operating hours for ERS at that airport, the ERS charge payable for the session is the greater of the applicable charge, as determined under subsection (1), for the first take-off or the first landing of the session, as the case may be, and the last landing or the last take-off, as the case may be.

(3) For the purposes of subsections (1) to (2.1) and (5), the normal operating hours for ERS are as set out in the Canada Flight Supplement.

(4) Subsection (1) does not apply in respect of the technical landing and subsequent take-off of an aircraft to which the technical landing charge prescribed in section 7 applies.

(5) The charge for providing ERS services during other than normal operating hours for ERS at an airport located north of the sixtieth parallel of north latitude does not apply to an aircraft that lands within one hour after the normal operating hours for ERS at that airport.

(6) In subsection (3), "Canada Flight Supplement" means an aeronautical information publication published under the authority of the Minister of Transport for the purposes of supplementing en route charts and the Canada Air Pilot.

Charge for Emergency Response Services (ERS)  
Outside Normal Operating Hours for ERS

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SCHEDULE XI  
(Section 17)

CHARGES FOR EMERGENCY RESPONSE SERVICES (ERS)  
OUTSIDE NORMAL OPERATING HOURS FOR ERS

Item	Column I	Column II	Column III	Column IV
	Aircraft Weight	Charge for 1 hour or less	Charge for more than 1 hour but not more than 2 hours	Charge for more than 2 hours
1.	More than 10 000 kg but not more than 20 000 kg	\$ 31	\$ 60	\$ 92
2.	More than 20 000 kg but not more than 40 000 kg	61	123	186
3.	More than 40 000 kg but not more than 80 000 kg	126	246	374
4.	More than 80 000 kg but not more than 160 000 kg	157	307	466
5.	More than 160 000 kg but not more than 300 000 kg	190	368	559
6.	More than 300 000 kg	221	430	652



*Payment of Charges*

18. (1) Subject to subsection (2), all charges, except those that are payable in advance, become due and payable

- (a) where an invoice is issued in respect of the charges, on the day on which the invoice is issued; or
- (b) where no invoice is issued in respect of the charges, on the day on which the services to which the charges relate are received.

(2) When payment in full has not been received by the due date established pursuant to subsection (1), interest shall be charged

- (a) where an invoice has been issued, commencing on the thirtieth day after the day on which the invoice was issued; or
- (b) where no invoice has been issued, commencing on the first day of the second month after the month in which the services were received.

(3) The interest referred to in subsection (2) shall be calculated monthly on the outstanding amount, which amount shall consist of the amount of principal owing plus any accrued interest.

(4) Where a payment is made, the period for which interest is charged in respect of the amount of the payment shall end on the day before the day on which the payment is received by the Minister.

(5) The rate of interest shall be adjusted monthly and shall be three per cent plus the bank rate in effect at the close of business on the last business day of the previous month.

(6) For the purposes of subsection (5), "bank rate" means the rate of interest established by the Bank of Canada as the minimum rate at which the Bank of Canada makes short-term advances to members of the Canadian Payments Association.









